

AMENDED IN SENATE JUNE 30, 2003

AMENDED IN ASSEMBLY JUNE 2, 2003

AMENDED IN ASSEMBLY APRIL 22, 2003

AMENDED IN ASSEMBLY MARCH 26, 2003

CALIFORNIA LEGISLATURE—2003–04 REGULAR SESSION

ASSEMBLY BILL

No. 844

Introduced by Assembly Member Nation

February 20, 2003

An act to add Chapter 8.7 (commencing with Section ~~25740~~ 25770) to Division 15 of the Public Resources Code, relating to tire efficiency.

LEGISLATIVE COUNSEL'S DIGEST

AB 844, as amended, Nation. Replacement Tire Efficiency Program.

Existing law, with respect to energy conservation and development, states the policy of the state, among other things, to fully evaluate the economic and environmental costs of petroleum use and to establish a state transportation energy policy that results in the least environmental and economic cost to the state.

This bill would require the State Energy Resources Conservation and Development Commission, in consultation with the California Integrated Waste Management Board, to develop *and adopt, no later than July 1, 2006*, a replacement tire efficiency program of statewide applicability for replacement tires for passenger cars and light trucks that is designed to ensure that replacement tires sold in the state are at least as energy efficient, on average, as the tires sold in the state as

original equipment on these vehicles. *The bill would require the program to be operative no later than July 1, 2007.*

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. (a) The Legislature finds and declares ~~both~~ *all*
2 of the following:

3 (1) Substantial evidence indicates that replacement tires for
4 passenger cars and light trucks are less energy efficient, on
5 average, than tires installed as original equipment.

6 (2) Improving the energy efficiency of replacement tires for
7 California's passenger and light truck fleet could yield significant
8 economic and environmental benefits without affecting vehicle
9 performance or safety, while also reducing California's
10 vulnerability to oil price increases.

11 (3) Substantial evidence indicates that technologies exist to
12 make replacement tires more energy efficient and longer lasting.

13 ~~(4) Energy efficient tires have the potential to save California~~
14 ~~drivers 300 million gallons of gasoline per year according to a~~
15 ~~California Energy Commission report.~~

16 (4) *According to a report by the State Energy Resources*
17 *Conservation and Development Commission, energy efficient tires*
18 *have the potential to significantly reduce fuel consumption by*
19 *California drivers, resulting in significant cost savings.*

20 (5) *According to a report by the State Energy Resources*
21 *Conservation and Development Commission, adequate tire*
22 *inflation will also promote fuel savings.*

23 (b) It is the intent of the Legislature to provide the statutory
24 foundation for a regulatory framework to ensure that replacement
25 tires sold in California are at least as energy efficient, on average,
26 as original-equipment tires.

27 (c) It is further the intent of the Legislature that the
28 Replacement Tire Efficiency Program not increase the amount of
29 scrap tires generated within California, nor negatively impact state
30 efforts to manage scrap tires pursuant to the California Tire
31 Recycling Act.



SEC. 2. Chapter 8.7 (commencing with Section ~~25740~~ 25770) is added to Division 15 of the Public Resources Code, to read:

CHAPTER 8.7. REPLACEMENT TIRE EFFICIENCY PROGRAM

~~25740.~~—

25770. No later than ~~March 31, 2005~~ *July 1, 2006*, the State Energy Resources Conservation and Development Commission shall develop *and adopt* specifications for testing procedures, an efficiency rating system, and tire manufacturer reporting ~~and labeling~~ requirements for *energy efficiency ratings of* passenger car and light truck replacement tires, that will enable consumers to make more informed decisions when purchasing tires for their vehicles.

~~25741.~~—(a) The

25771. (a) *No later than July 1, 2006, the* State Energy Resources Conservation and Development Commission, in consultation with the California Integrated Waste Management Board, after appropriate notice and public workshops, shall develop *and adopt* an efficiency program of statewide applicability for replacement tires for passenger cars and light trucks, designed to ensure that the replacement tires sold in the state are at least as energy efficient, on average, as the tires sold in the state as original equipment on new passenger cars and light trucks. The program shall include efficiency standards, *except to the extent that the commission determines it is unable to set standards that meet the requirements of subdivision (b),* and mandatory labeling of replacement tires, and may include, but not be limited to, other methods to promote the purchase of energy-efficient replacement tires. These other methods may include purchase incentives, Web site listings, printed efficiency guide booklets, education for tire retailers on replacement tire efficiency, and requiring tire retailers to provide to consumers the printed efficiency guide booklets to the extent that they are available.

(b) The efficiency standards shall be technically feasible and cost effective and do all of the following:

(1) Not adversely affect tire safety.

1 (2) Not adversely affect the average tire life of replacement
2 tires.

3 (3) Apply to all tire types and models that are covered by the
4 Uniform Tire Quality Grading Standards in Section 575.104 of
5 Subpart B of Part 575 of Title 49 of the Code of Federal
6 Regulations.

7 (4) Not adversely affect state efforts to manage scrap tires
8 pursuant to Chapter 17 (commencing with Section 42860) of Part
9 3 of Division 30.

10 (c) *The efficiency standards established under subdivision (b)*
11 *shall be based on the results from laboratory testing and, to the*
12 *extent appropriate and available, from an onroad fleet testing*
13 *program conducted by tire manufacturers. Tire manufacturers*
14 *shall develop testing protocols for the fleet study in consultation*
15 *with the State Energy Resources Conservation and Development*
16 *Commission and the California Integrated Waste Management*
17 *Board.*

18 (d) *If the State Energy Resources Conservation and*
19 *Development Commission finds that tires used to equip authorized*
20 *emergency vehicles, as defined in Section 165 of the Vehicle Code,*
21 *cannot meet the standards required by this section, then operators*
22 *of authorized emergency vehicle fleets may purchase for those*
23 *vehicles tires that do not meet the standards.*

24 (e) *For purposes of this section, a standard is cost effective if*
25 *the cost savings to the consumer resulting from the standard equals*
26 *or exceeds the additional costs to the consumer resulting from the*
27 *standard, taking into account the expected fuel cost savings over*
28 *the expected life of the tire.*

29 (f) *The labeling requirements shall include mandatory*
30 *point-of-sale information or signs, that are conspicuously*
31 *displayed, readily accessible, and written in a manner that can be*
32 *easily understood by the consumer. The consumer information*
33 *requirements shall not include mandatory labeling, imprinting, or*
34 *other marking on an individual tire by the manufacturer or the tire*
35 *retailer.*

36 (g) The program shall be operative by ~~March 31, 2006~~ July 1,
37 2007. The commission, in consultation with the California
38 Integrated Waste Management Board, shall review and revise the
39 program, including standards, as necessary, but not less than every
40 three years. The commission may not revise the program or

1 standards in a way that reduces the average efficiency of
2 replacement tires.

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